SHIPPING INTELLIGENCE.

ABRIVED AT HONOLULU. Friday, Pebruary 9.

Many from Land. Mukutit, Bennett, from Lanni, Nilhau, Bruhn, from Kilkues, Pehruary 8: 6070 bags supar, B. S. Coptic, Rinder, from Yoko-hama, January 30: 420 immigrants. Ship Chas. E. Moody, Anderson, 34 days from Tacoma, 2967 tons coal for

Saturday, February 10. Stmr. James Makee, Tullett, from

Kanai.
Somr. Kauai, Bruhn, from Maul.
Am. schr. F. S. Redfield, Jorgensen,
from Tacoma, Jan. 15: 587,000 feet lumber for Allen & Robinson. Am. schr. G. W. Watson, Petterson

from Port Townsend, Jan. 12: 530,000 feet lumber and 177,250 shingles, for Lewers & Cooke

Sunday, February 11. Am. sehr. Emma Claudina, Nielsen from Eureka, Jan. 15: 213,341 feet lumber to Allen & Robinson. Stmr. Lehua, Green, from Maul.

Stmr. J. A. Cummins, Searle, Oahu Monday, February 12. Am. bkt. Arago, Perry, from Pasa-8,390 bags nitrate soda and 703 bags bonemeal.

Br. sp. Glennesslin, Pritchard, New-castle: 2,650 tons coal, Stmr. Kaual, Bruhn, Maul.

SAILED FROM HONOLULU. Friday, February 9.

S. S. Coptic, Rinder, for San Fran Stmr. Claudine, for Maul ports. Stmr. Doyo Maru, Asara, anchored outside to fumigate.

Saturday, February 10. Br. bk. Adderley, Lindfons, for the Stmr. Kauai, Bruhn, for Kahului.

Schr. Golden Gate, Pahia, Kaunaka-Monday, February 12. Am. bk. Topgallant, Lundvaldt, in ballast for the Sound.

PASSENGERS.

Arrived.

From Anahola, per stmr. Jas. Makee, Feb. 10.—Thos. Spencer. From Maul per stmr. Kaual, Feb. 10. —Mr. Neill and Mr. McCrosson. From Maul per stmr. Lehua, Feb. 11.-Geo. Hons.

WHARF AND WAVE.

The bark Nuuanu will load ballast and go to Kihel or Kahului for a load of sugar for New York.

News comes from a reliable source that the intentions of the Great Northern to run a line of steamers to Ma-nila via this port have been changed and the cteamers of that company will not touch here.

The schooner Golden Shore partially burned while being fumigated is loading ballast at Irmgard wharf. Two of har timbers and the sister keel were badly damaged by the fire. On account of her condition it is not advisable to send sugar in her; on this account she is out some \$3000 for freight besides the repairs which will probably amount the repairs which will probably amount the \$1500 or \$1800 on the Sound to \$1500 or \$1800 on the Sound.

The explosion of a carboy of sulphuric acid on the Cummins very nearly led to serious consequences the other day. The carboy was in a sling and struck on the hatch bursting and burning the clothes of the deckhand hand-Water was applied and the The conof the acid stopped. tainer was thrown overboard.

Alexander & Baldwin have given no tice that they will not allow the steamer Strathgyle to come into port. They have asked the pilots to anchor her outside without getting aboard if pos-The steamer left Yokohama for San Diego, via Honolulu, on January 30 and is due in a day or two. She has a cargo valued at \$3,414.75 for this port, which will not be landed. Her passen-gers for Honolulu are 235 contract immigrants and 74 free immigrants.

Notice to Shipmasters.

U. S. Branch Hydrographic Office,

San Francisco, Cal. By communicating with the Branch Hydrographic Office in San Francisco captains of vessels who will co-operate with the Aydrographic Office by recording the meteorological observations suggested by the office, can have forwarded to them at any desired port and free of expense, the monthly pilot charts of the North Pacific Ocean and the latest information regarding the dangers to navigation in the waters which they frequent.

Mariners are requested to report to

the office dangers discovered, or any other information which can be utifized for correcting charts or sailing directions, or in the publication of the pilot charts of the North Pacific

C. G. CALKINS. Lieut. Comdr., U.S.N., in Charge.

After Rats.

A sallor from the Pactolus, in the laudable effort to slaughter rats, created a stampede at the boat-landing last evening by using a pistol to kill the rodents. After emptying his re-volver in an ineffectual attempt on the life of a stray plague distributor, was persuaded to go to the police stathere he was locked up and a charge of carrying a deadly weapon entered against his name on the regis-

MARRIED.

DIMOND-BARTUSKA—At Niu, February 9, 1900, by the Rev. H. H. Parker, William Waterhouse Dimond and Emme Anna Bartuska.

DIED.

OLIVER-At the home of his daugh ter, Miss E. M. Oliver, February 6, 1900, of heart disease, S. K. Oliver, of Magog, Canada, in the 66th year of his age. Canadian papers please

The men in charge of the kerosene warehouse camp have received numerous presents of cigars and other things from Chinese, who spend quarantine in the camp.

NEWS FROM FAR PARIS

Day Dreaming of the Frenchmen.

MEDITERRANEAN TUNNEL

Ships Far Inland -- Would Cost Vast Sums.

PARIS, Jan. 6 .- (By Mail.) -- Those who believe that the twentieth century is to be marked by a long line of gigantic works, for which the discoverles of the nineteenth are the preparation, see in "The Canal of the Two Seas" and the Mediterranean tunnel the first examples of the coming wonders. France heads the projects-France, that has shown the way so often, only to be outstripped by other peoples; France of the Suez canal and Panama. This time, however, the work is for herself and not for others. The tunnel that, by the courtesy of Spain and Morocco, is to unite her to her African possessions may have a military and industrial outcome undreamed of now, while the canal that is to open up the Mediterranean to her as to no other power may make France independent of Gibraltar. The possible effects of the latter are so revolutionary that it is easy for Frenchmen to believe what an English statesman is pretended to have said: "If France is willing to spend 800,000,000 to make the Canal des Deux-Mers, we will be willing to spend 1,500,000,000 to prevent

"From Paris to the Soudan without changing cars!" This is the cry of the tunnel's partisans. It is the answer of France to Cecil Rhodes' conception, "From the Cape to Cairo."

Finance and Engineering.

When Spain and Morocco grant the privilege, the work becomes a simple matter of French finance and French engineering. On clear days you can see Gibraltar from Tangiers; and while the spot has not yet been made public it is said that the European end of the tunnel is to be not many miles from England's stronghold. The consent of against the other, yet it has always been acknowledged that Spain has a vague kind of claim upon him. Spain persuaded, and France backed up by the Czar, the concession of the tunnel becomes almost probable. It is said by the French that the chief work of Count Muravieff, Russian Minister of Foreign Affairs, when he passed through Paris, was to make plans for the time when France should make her claims in this direction. As for Spain, it is said that she sees indussalvation in this scheme that would place her on the direct line of the immense development of Africa, given to France and Russia permission o fortify Centa is looked on as especially significant.

What the Project Means.

"From Paris to Soudan without changing cars!" It is difficult at first hearing for even the enthusiastic French to realize all that it means. Phistwelve-mile tunnel underneath the narrow strait of Gibraltar is to unite. in the most intimate way, all France' African possessions with the mother country. France is to be extended practically to the utmost confines of her long-cherished expensive colony of Algeria. Half of the objections to its colonization by French farmers, artisans and industrials—all the worst stay-at-homes-must lisappear. The French horror of a sea voysomething inexplicable to Americans and English-is no longer to stand in the way of tourists, settlers and speculators.

"But this is only a beginning," says the Frenchman glibly. "The projected railway line along the northern coast of Africa will extend to meet the line of Tripoli and so continue to Cairo and the Isthmus of Suez. There another tunnel will be cut under the Suez canal itself, and the railroad will continue on triumphantly along the shores of the Persian gulf, on, on, across the con-

tinent of Asia to-Bombay!" Mr. Berlier, engineer of the Gibraltar tunnel, declares that the work will not more than 123,000,000 francs. When the channel tunnel was pro-posed—and they actually bored a mile and more of it before an invasion scare in England put a stop to everythingthe engineering difficulties were the easiest disposed of. M. Berlier's experience with the Seine tunnel and Metropolitan Underground has put in his hands new methods and a corps of experienced lieutenants, and the fact that the work is so near home will give he French investor confidence that he might lack since Panama.

Canal of the Two Seas.

It is proposed, by taking advantage of the present waterways of the interior of France, to make a ship canal from a well-guarded port on the Atlantic coast to as well-guarded a port on the Mediterranean. From Bordeaux, up were forced to the Garonne river, the canal boats that carry freight so economically through-

Beriers, completing a great complica-ted system. By way of the Aude the canal boats descend to the Mediterranear below Narbonne. The engineer of genius to whom France owes the Canal du Midi-in old-time callel the Canal de Languedoc-was that Pierre Paul Riquet, first created Baron and then Count of Caraman, by Louis XIV., as long ago as 1666. His grandson married the sister of the last Prince de Chimay before the direct male line Here is another naturally protected became extinct, on which event the title was transferred to his descendants, Also a Canal That Will Carry War now properly the house of Caramanpretty girl from Detroit, married, only to abandon it in company of a Hunga-rian gypsy violinist of the name of Rigo. This canal of Languedoc was the first great artificial waterway of Europe, and the seventeenth century gen-

most difficult part of its route. An Enormous Undertaking.

lus of Pierre Paul Riquet shines as

must be sixty-five feet deep. Millions

and millions it will cost to widen and

Where the canal boats now drag their slow way the Canal des Deux-Mers will give passage to the heaviest men-of-war whirled across France through hills and valleys, not by mules, but by steam locomotives. Thirty-two feet deep and wide enough to permit two warships to pass each other in it

will be the Canal des Deux-Mers. Contrary to what would seem the natural Atlantic terminus, Bordeaux is proposed to be neglected in favor of what will be practically a new port. Arcachon, with its great natural basin, lends itself ideally to the kind of for-tification that would be demanded by a canal that would, by the fact of its existence, come to be the central strategic feature of the country. Arcachon, when the canal is finished, will be the Brest of today a hundred times magnified. Bordeaux, that could never be made to give the necessary ease and security to a war fleet, will remain the great commercial port it is. A branch canal is to connect it with the great canal; and, without any of the inconveniences of a naval center, it will thus find its commercial advantages im mensely increased. Today France see 80 per cent of her products carried under foreign flags. Where French boats carry 2,500,000 tons, more than 120, 000,000 tons are lugged around the world in English bottoms.

An Economic Measure.

Another advantage of the canal as planned by the effervescent Gaul will be to furnish work for years to the French workingman, to the calming of the laboring mind and the security of the republic. The calculations being for a permanent force of 30,000 labor-ers, the partisans of the canal see in the fact the putting off of the dread labor question to a better era, when France shall be entering into the fruits of this very enterprise. Not a centime of the money will leave

France. Some of the estimates as to cost are prodigious. Between one and two milliards and a half—2,500,000 francs— "If the Baltie the accounts fluctuate. canal, which is only sixty miles long required to complete 41 German Government engineers, 10,000 laborers and 220,000 horse-power during five years." says M. Verstraet, an objector, "then the Canal des Meux-Mers, which must be five times as long, will require five times as many engineers, say 205, five times 10,000 laborers, five times 220,000 horse-power, five times five years."

Then up speaks the partisan. "Suppose you were going to build a street of 100 houses. The first house would need one architect and two years of work. But would the 100 houses require 100 architects and 100 times two years of work; that is to say, 200 years to build the street?"

The Proposed Route.

The route of the canal is straight from Arcachon to Agen, on the Garonne, eighty-six miles of easy cutting without a single lock. It will probably enter the Garonne many miles above Agen. The waters of the Garonne are themselves to be reinforced from the streams of the Pyrenees, which, it is thought, will save Toulouse and many another town from the periodical inundations that now trouble them. The Garonne, strongly banked up min be-come the safe drain of these mountain torrents, will then take the fleets of war and commerce to Toulouse, the central arsenal of France. Then, from every point, French railways will bring troops, provisions and m grouped cannon and ammunition fac-

From Toulouse to Castelnaudray the route of the great canal is along the old Canal de Languedoc, of Clara Ward's ancestor by marriage. The old canal abounds in locks. To lift it up 200 feet, in one stretch, there are seventeen of them. The descent of the Aude-300 feet-requires more than fifty. It is in its cuttings and locks that the projected canal is to be most extraordinary. Sixteen locks are planned to do the whole job of the water shed that has its apex in the dreaded Col de Naurouze, and they are to be the an-swer of French engineering science to the lamentable failure of Panama. At the beginning it was seen that ordinary locks would not serve; with them the passage would require at

them the passage would require at least six days. One way of diminishing their number—it is estimated that 200 would be necessary-would be the old-fashioned plan of keeping the canal to the low altitudes of the plains and then, arriving at the Col de Naurouze to pass through it in a glant cut. would be a cut 500 feet deep. To avoid the necessity of this almost impossible engineering feat they have Imagined a prodigious novelty, the ship elevator

and the moving lock. Wonderful Contrivances.

The ship elevator is a great metallireservoir that moves up and down hill ruary 19.

Attantle and Mediterranean by way of the slope, another at the better formidable Neck of Naurouze Ballow Caruazonae the Canal du Midl by the addition of more water. Then, of northeast along a winding court to present the equilibrium being attained by the special control of the state of the to Toulouse, and then through the operated much after the manner of a Canal du Midl, by a great lock system. Indicate. There will be one at the ent to disturb it. Up will go one rearwor and down the other. Nothing uld be simpler.

Where ordinary locks are to be used he same principle of metallic basins alancing each other, side by side, is to be exploited, for the sake of expedi-tion. They are to be such locks as the world has never seen. Once through them and into the Aude river, it will be plain towing straight to Narbonne. which is almost on the Mediterranean. enetrable by a hostile fleet. This ends the tale of the canal of the

o seas, and the vivid imagination of the Gaul again takes hold. "Imagine it constructed," cries the Frenchman. Then imagine the Mediterranean tunnel in full working order. In that day France will have become the mistress of the Mediterranean. She will give passage to her Russian ally's fleets at pleasure. Spain, entering the French brightly as ever. The hardest task of republic on an advantageous basis, her commercial and industrial renaissance modern engineers will be to follow him over the Neck of Naurouze, "the black mountain," where the cuttings and Spain, now one republic, balance Germany. Algiers, too, will have be come French soll, while from the fardeepen the old canal through this off Soudan come interminable trains loaded down with precious raw material. All Africa will come to know France as the great near country. From her corner isolated Italy cannot but be sorely tempted to join the re

> tion absorbs northern Africa, includ-ing Egypt. It controls the route to India and China." Only one thought troubles the imaginative savants who thus look into the future. They hope Germany and England will not have invented flying ma-chines by the time the Mediterranean tunnel and the canal of the two seas are constructed.

public, following Spain. The old dream of the confederate Latin States

will be accomplished by industrial and commercial motives. The confedera-

STERLING HEILIG.

TO KEEP OUT PLAGUE. Seattle Health Department to Adopt Drastic Methods.

SEATTLE, Jan. 29 .- The bubonic plague, which from time immemorial nas been the black terror of the Orient, and which is now raging in Honolulu, will not gain a foothold in Seattle if precautions to be taken at once by the local health authorities can prevent it Health Officer McKechnie has outlined a policy by which he believes any possibility of the plague coming to Seattle will be averted. As a preliminary step, Dr. McKechnie has decided to thoroughly renovate and cleanse Chinatown, which he describes as being in a filthy condition, after which he win proceed rapidly to cleasing other sections of the city.

The government at Washington has instructed Collector of Customs Heus tis to strictly enforce the quarantine regulations in view of the prevalence of bubonic plague in Honolulu and Oriental ports. Heavy penalties are prescribed for a violation of the regu lations.

All vessels from foreign ports mus show proper bills of health and in every instance where they hall from a plague infested port they are at once ordered into quarantine.

A Splendid Vessel.

An eastern exchange has the follow ing to say of the new bark Kaiulani built for the Island trade by the Sewall's of Bath, Me., which arrived in New York on January 20th.

"Few preitier vessels than the Kaiu-lani have ever left the Kennebec. The graceful lines of her hull and her tall and heavy spars make in all a most perfect marine picture. Her masts are nearly as tall as the Sewall's ships al-ways are. The bark is of 1430 tons burden and knowing ones predict that she will prove very speedy.

"Her cabin is considered by many the finest one that was ever built in any sailing ship from this port. Finished in highly polished oak with regular solid brass car trimmings her cabin resembles that of regular ocean liners. All of her staterooms have every convenience. They can accommodate sixteen passengers. As the average fare from San Francisco to Honolulu is \$40 (for which trade she has been built) her owners expect to realize no a small sum for passengers alone in the run of a year. The steam hoisting engine and boiler for the bark will not be put in until she reaches San Fran-

Captain Dabol, well known here, is in command and will bring her around the Horn.

Mokolii Arrives.

The little steamer Mokolli, after be ing on a reef two nights and a day, made her appearance in the harbor yesterday and tied up near the marine yesterday and tied up hear the marine railway, awaiting her turn on the ways. Her keel is a little damaged, it is thought, and she is leaking slightly. The steamer Kauai went to her aid, and when the Maul arrived on the scene the little steamer was out of her

She started out from Lanai under her own steam, but was picked up on the way and towed by the Maui to Koke Head, where the larger steamer dropped her, and she came into the harbor looking none the worse for her stay ashore.

Two Schooners.

There are building in Seattle two steam schooners for the British-American S. S. Co. to be used in the Hawalian trade when the American shipping laws extend to this country. The boats will be ready in September. They will be of 2000 tons dead weight carrying capacity and fitted with cabin accommodations for a few passengers. The contract calls for a speed of ten knots on a consumption of twelve tons of coal per day.

The Circuit Court was opened by Judge Stanley yesterday and imme-diately adjourned until Monday, Feb-

TELEPATHY.

How a Men Knew of His Brother's Donth by Occult Monne.

CHICAGO, Jan. 26.-Frederick Ros Pratt, attorney, and one of the wellknown Fratt (win brothers.dled at Ma nila a few days ago, and an instinctive knowledge of bis death flashed quicker than the cable message to the mipd or Frank Fay Fratt, the surviving pany, a corporation established and ex-Today a cablegram came

confirming the premonition.
"The news of Fred's death," said
Frank Pratt, "was what we had awaited for three days before it came. Four days ago, as I sat down to dinner, the thought came suddenly upon me that Fred was gone. Warning? Premonition? I do not know. Call it what you gether with a certificate will. I spoke to mother. 'We are ed, as required by law. separated,' said I. 'Fred has gone.'

This so-called telepathy had existed given to any and all resince we were babies. It made no dif-ference whether we were separated by ten feet or 10,000 miles, we could keep watch over each other, and we kept

up this communication to the end."

The brothers were identical in appearance and habits, and were well-known in legal circles. Frank Pratt was traveling in the Orient for pleas-ure. Nothing is known of the manner of his death.

Y. M. C. A. NOTES.

A Program for the Classes Starting During the Week.

The board of directors of the Y. M C. A. met last night and decided to open the educational classes at once. Accordingly the mechanical drawing and arithmetic classes will meet Wednesday night.

The bookkeeping class will begin on Thursday. The class in shorthand will not begin until Wednesday of next week on account of the illness of the instructor. The class in Hawaiian language will meet Friday evening.

The gymnasium will continue closed for this week and, if nothing develops to interfere, the regular classes will be started in full force next week. The Worker's Bible class meets Fri day evening at 6:30.

the Triangle Literary Club will have its first meeting next Monday even-

Beware.

On the second floor of the Judiciary building repairs are being made to the rail surrounding the light well in the center of the hallway. Stuck up in a conspicuous place is a placard bearing the following notice: "All concerned are strictly warned from leaning over or against this rail, for fear of break-ing limbs, bones, etc., as % is liable to give away at a touch."

METEOROLOGICAL RECORD.

By the Government Survey, Published Every Monday.

Dave		BABOM		THINM		O X	Ξ	6	1 3	18
	Feb.	9 a. m.	3 p. m.	Min.	Max.	P. III.	fumid ty	ouds.	Wisd.	Pec.
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Barometer corrected to 32 F. and sea level, and for standard gravity of Lat. 45. This correction is -..06 for Honolulu.

TIDES, SUN AND MOON.

Days	Febuary.	High 11de	Height of	Strall	Low Tide	Low Tide	Sun Rises,	Sun Sets.	and Sets
Mon	12	a.m	1.9		P. m 8 27				Set.s 5.14
Tues.	13		1.9	3.41	9 09		6.82	5.57	Rise
Wed.	14	3.45	1.8	4.17	10.31	9 47	6.31	5 58	
rid.	16	4.37 5.08	1 6	5.29	11.15	11.68	6.30	5.59	8.04
15777.5	iii	5.88		175.30	11 89 p.m.		100000	-	10.000
'un	18	p m	1.3	D 30	12.02	A.III	6 29	6.00	9.39
Mon	19	7.50	1.4	6 11	12 34	0.52	6 29	6.00	10.50

Full moon on the 14th at 3:20 a. nr Tides from the United States Coas and Geodetic Survey tables: The tides at Kahului and Hilo occur bout one hour earlier than at Honoulu

Hawaiian standard time is 10 hours 0 minutes slower than Greenwich ime, being that of the meridian of 57 degrees 30 minutes. The whistle blows at 1:30 p. m., which is he same as Greenwich, 0 hours 0 minites. Sun and moon are for local time or the whole group.

ADMINISTRATOR'S NOTICE.

THE UNDERSIGNED HAVING been duly appointed Administrator of the Estate of John Phillips, deceased late of Honolulu, H. I., notice is hereby given to all persons having claims against said estate to present them. duly authenticated, to the undersigned within six months from date hereof, or they will be forever barred. All persons indebted to said estate are quested to make immediate payment me at the office of Castle & Cooke, Limited, Honolulu, H. I. J. A. GILMAN,

Administrator of the Estate of John Phillips. Jan. 22, 1900. 5453-2146-10

To Shareholders Nahiku Sugar Co., Ltd.

NOTICE IS HEREBY GIVEN THAT he THIRD ASSESSMENT of 10 per cent, or \$2 per share, will be due and cent, or \$2 per share, will be due and payable at the offices of ALEXANDER & BALDWIN, Judd building, on lst day of March, 1900.

J. P. COOKE. Treasurer. Honolulu, Feb. 10, 1900.

5466-2150-2t

BY AUTHORITY

CORPORATION NOTICE

In re Dissolution of the Kilaues Sugar Company

WHEREAS, The Kilanea Sugar Comisting under and by virtue of the laws of the Hawaiian Islands, has pursuant to law, in such case made and provided, duly filed at the Office of the Minister of the Interior, a petition for the dissolution of the said Corporation, together with a certificate thereto annex-

NOW THEREFORE, notice is hereby given to any and all persons who have been or are now interested in any manner whatsoever in the said Corporation, that objections to the granting of the said petition must be filed in the Office of the Minister of the Interior on or before Monday, the 19th day of February, 1900 and that any person or persons desiring to be heard thereon. must be in attendance at the office of the undersigned in the Executive Building, Honolulu, at 10 o'clock a. m. of said day, to show cause why said petition should not be granted.

ALEX. YOUNG, Minister of the Interior. Interior Office, Dec. 15, 1899. 2134-9tT

CORPORATION NOTICE.

In re Dissolution of the Panuhau

Plantation Company. WHEREAS, The Paauhau Plantation Company, a corporation established and existing under and by virtue of the laws of the Hawaiian Islands, has pursuant to law, in such case made and provided, duly filed at the Office of the Minister of the Interior, a petition for

the dissolution of the said Corporation,

together with a certificate thereto annexed, as required by law.

NOW THEREFORE, notice is hereby given to any and all persons who have been or are now interested in any manner whatsoever in the said Corporation, that objections to the granting of the said petition must be filed in the office of the Minister of the Interior on or before Monday, the 19th day of February, 1900, and that any person or persons desiring to be heard thereon, must be in attendance at the office of the undersigned in the Executive Building, Honolulu, at 10 o'clock a. m.

petition should not be granted. ALEX. YOUNG. Minister of the Interior. Interior Office, Dec. 15, 1899. 2134-9tT

IN THE CIRCUIT COURT, FIRST CIRCUIT OF THE HAWAIIAN ISLANDS.—IN PROBATE.

of said day, to show cause why said

In the Matter of the Estate of Elizabeth K. Bingham, of Honolulu, Oahu, Deceased.

The last will and testament of said deceased, having been presented to said Court, together with a petition for the probate thereof, and for the issuance of letters testamentary to Rev. Hiram Bingham, Lydia Coan and W. R. Castle having been filed, notice is hereby given that Monday, March 12th, A. D. 1900, at 10 o'clock a. m., in the Judiciary building, Honolulu, is ppointed the time and place for proving said will and hearing said application, when and where any person interested may appear and show cause, if any they have, why the prayer of said petition should not be granted.

Honolulu, February 5, 1900. By the Court:

HENRY SMITH, 2148-3tT

IN THE CIRCUIT COURT, FIRST CIRCUIT OF THE HAWAIIAN the Matter of the Estate of Antonio

Liveira d'Oliveira, of Honolulu, Hawaiian Islands, Deceased. The petition and accounts of Samuel M. Damon, executor of the will of said deceased, wherein he asks to be al-lowed \$1,525.31 and he charges himself with \$19,806.36, and asks that the same may be examined and approved, and that a final order may be made of distribution of the property remaining in his hands to the persons thereto titled, and discharging him and his sureties from all further responsibili-ty as such executors her responsibili-

ty as such executor, having this day been filed in said Court: It is ordered that Monday, the 26th day of March, 1900, at 10 o'clock a. m., at the courtroom of said Court, in the Judiciary building, in said Honolulu, be and the same hereby is appointed as the time and place for hearing said petition and accounts, and that all persons interested may then and there appear and show cause, if any they have, why the same should not be granted, and may present evidence as to who are entitled to the said prop-

Dated at said Honolulu, Feb. 9, 1900 By the Court:

HENRY SMITH, Clerk Judiciary Dept. 2150-3tT

ELECTION OF OFFICERS.

AT THE ANNUAL MEETING OF the stockholders of the Hawaiian Gazette Co., Ltd., held February 6, 1900, the following officers were elected to serve for the ensuing year:

 L. A. Thurston
 President

 W. M. Pomroy
 Vice-President

 C. S. Crane
 Secretary

 A. W. Pearson Treasurer Harry Roberts Auditor

C. S. CRANE, Secretary

Honolulu, H. I., Feb. 6, 1900.